

Ops

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25X1

DISPATCH NO

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19 November 1957

TO :
ATTN:
FROM:

SUBJ: General - Administrative/OPERATIONS

Specific- Request for Speed Brake Modification

1. It is requested that a test modification to the U-2 speed brake be made to enable the pilot to set the speed brake at any position from closed to full open. This would enable him to maintain a fine control of altitude or airspeed while at without throttling the engine. Engine power reductions at are not effective and quite often end with

2. There are two problems which would be solved by this type of speed brake:

b. Cruising at a constant altitude and airspeed after hitting min flow conditions. Recent tests indicate min flow will have to be increased from 575 to about 625 pounds per hour to prevent This will result in a lowering of maximum altitude. My guess is that the higher min flow will result in an average maximum altitude of after which the pilot will have to drop his landing gear. If he could begin using his speed brake at this point to maintain altitude and airspeed the "See-Saw" profile and changing airspeeds would be by-passed.

3. of Lockheed is prepared to furnish details of this modification. It appears to be a simple one.

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